

# CHINA



# MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4269.

號七月三年七十七百八千一英

HONGKONG, WEDNESDAY, MARCH 7, 1877.

日三十月正年丑丁

PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GOTOH, Ludgate Circus, E. C. BATES, HENDY & Co., 4, Old Jewry, E. C. SAMUEL DRAGON & Co., 180 & 184, Leadenhall Street.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTOH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

CHINA.—SHEWAN, TOMES & CO. SINGAPORE, WILSON, NICHOLLS & Co. FOOCHOW, HEDGECOCK & Co. SHANGHAI, LANE, CRAWFORD & Co. and KELLY & WALSH, Manila, C. HENNINGSEN & Co. MACAO, L. A. DA CRAGA.

## Auctions.

### GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sale Room, Praya Central, on

### FRIDAY,

the 9th March, 1877, at Noon.—An Invoice of Ladies and Gentlemen's Silk Umbrellas, Fashionable Perfumery in Cases, Toilet Soap, Cologne Water, Violet Powder, Table Cutlery, Corkscrews, Towels, Crystal Flower Stands, Japanese Toys.

12 cases Soda Crystals.  
50 cases Gin, Cook mark.  
Sundry Stationery.  
Huntley and Palmer's Biscuits.  
Hair and Wire Tube Brushes.

An Invoice of R. Brown & Co.'s Paints, comprising: Red Paint, Black Paint, White Lead, and White Zinc.  
TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7. The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

Hongkong, March 6, 1877. mc9

## PUBLIC AUCTION.

### LAND AND PROPERTY.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, on

### SATURDAY,

the 10th March, 1877, at Noon, on the Premises (unless previously disposed of by Private Sale).—

A Portion of that Piece or Parcel of GROUND, registered in the Land Office as Inland Lot No. 174, abutting on the North side thereof on a Close registered in the Land Office as Inland Lot No. 170, and measuring thereon forty-five feet, on the South side on the remaining portion of Inland Lot No. 174 and measuring thereon forty-five feet on the East side thereof on Peel Street, and measuring thereon twenty-nine feet, and on the West side thereof on Staveley Street and measuring thereon twenty-nine feet, which said Piece or Parcel of Ground contains in the whole 1317 square feet and is known as No. 3 Peel Street, together with the three-storied TENEMENT or DWELLING HOUSE erected thereon.

Annual Crown Rent, \$15 56.  
TERMS OF SALE.—One-half of the purchase money to be paid on the fall of the hammer, and the balance on completion of the Deed of Transfer, the expenses of which to be paid by the purchaser.  
The Property to be at Purchaser's risk on the fall of the hammer.

For further Particulars, apply to  
LANE, CRAWFORD & Co.,  
Auctioneers,  
Hongkong, February 26, 1877. mc10

## POSTPONEMENT OF SALE.

### PUBLIC AUCTION.

The Undersigned has received instructions from Rev. R. H. Kidd to sell by Public Auction, on

### MONDAY,

the 12th day of March, 1877, at 2 o'clock p.m., (instead of the time previously advertised), at his Residence,  
Albany Road,—

The whole of his Household FURNITURE, &c., comprising:—Drawing, Dining and Bedroom Suites, Sofas, Chairs, Easy Chairs, Mirrors, Tables, Pictures, Sideboard, Whatnots, Glass and Plated Ware, Crockery Ware, Bedsteads, Wardrobes, Toilet Tables and Glass, Washstands, &c., &c.

Catalogues will be issued, and the whole to be on view on and after Saturday, the 10th March.  
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG,  
Auctioneer.  
Hongkong, February 26, 1877. mc12

## Notices of Firms.

### NOTICE.

MR. FERDINAND NISSEN has been compelled to retire from our Firm in consequence of failing health, and his interest and responsibility ceased on the 31st December last.  
MR. NICHOLAS AUGUST SIEMSEN has been authorised to sign for us by Proclamation. We have this day reopened a branch of our firm at Canton.

SIEMSEN & Co.  
Hongkong, January 1, 1877. ap2

### NOTICE.

WE have been appointed AGENTS for the AMERICAN SHIPMASTERS' ASSOCIATION.  
ARNHOLD, KARBURG & Co.  
Hongkong, February 2, 1877. ap2

## VICTORIA DISPENSARY.

ON and after the 16th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Undersigned.

WM. CRUICKSHANK,  
Manager.  
Hongkong, November 21, 1876

### NOTICE.

THE Partnership hitherto existing between the Undersigned under the name of MESTERN & HULSE has this day been dissolved by lapse of time, and the signature of the Firm will henceforth be used for the Liquidation only.

C. J. MESTERN,  
W. HULSE.  
Canton, December 31, 1876. ap2

## Intimations.

### NOTICE.

PARTIES having left some Luggage are requested to take delivery of same as soon as convenient, but not later than the 31st March next. After this Date they will be held by AUCTION; the amount realised will be placed to the credit of their account with the Hotel.

V. FAVRE,  
Proprietor, Hotel de l'Univers.  
Hongkong, March 5, 1877. mc12

### NOTICE.

THE Undersigned have this day CLOSED their PHOTOGRAPHIC ROOMS and ceased to carry on Business. Creditors are requested to send in their Claims for payment not later than the 15th Instant. Those indebted to us will oblige by an early settlement.

HONGKONG PHOTOGRAPHIC CO.  
Hongkong, March 2, 1877. mc12

ERNEST WASSILL & Co.,  
PHOTOGRAPHERS.

I HAVE This Day Established myself as PHOTOGRAPHER at the Corner of Wyndham and Wellington Streets, at the Building lately occupied by the HONGKONG PHOTOGRAPHIC CO., under the above Style.

ERNEST WASSILL.  
Hongkong, March 3, 1877. ap1

## HONGKONG.

CHS. J. GAUPP & Co.,  
WATCHMAKERS & JEWELLERS,  
38, Queen's Road,  
NAUTICAL INSTRUMENTS,  
CHRONOMETERS,  
&c., &c., &c.,

Carefully Repaired, Cleaned and accurately rated under guarantee.  
All Repairs in the above line done at reasonable rates and with despatch.

Hongkong, May 1, 1876. t.

## W. BALL,

CHINA DISPENSARY.  
IMPORTER OF DRUGS, CHEMICALS,  
DRUGGISTS' Sundries, TOILET  
REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG,  
Near the Canton Steamer's Wharf.  
Hongkong, July 13, 1876.

## AFONG,

PHOTOGRAPHER,  
by appointment, to  
H. E. SIR ARTHUR KENNEDY,  
GOVERNOR OF HONGKONG;  
and to  
H. I. H. THE GRAND DUKE ALEXIS  
OF RUSSIA.

Wyndham Street, formerly Athletic Club.  
HAS on hand the Largest and Best collection of Views of China, Photographs Albums, Frames, Cases, &c., of assorted sizes. Photographs enlarged from O. D. V. size to life size and coloured in oil. A new apparatus for Photography has been received from England; he is prepared to take Photos of Buildings and interiors at the shortest distance.

Hongkong, July 17, 1876.

## Intimations.

## MacEWEN, FRICKEL & Co.

ARE NOW LANDING AN INVOICE OF

## ROUYER GUILLET & Co.'s CELEBRATED BRANDY.

This BRANDY is well known in England, the Colonies, and India. The Firm possess Six Vineyards and Six Distilleries, and are amongst the largest shippers from Charente.

Qualities One \*, Two \*\*, Three \*\*\*, and Four \*\*\*,  
in Cases of One Dozen Quarts.

Also,

## POMMERY & GRENOS

"Extra Sec" CHAMPAGNE,

in Quarts and Pints,

As supplied to the principal London Clubs.

Hongkong, January 5, 1877. [ap5]



## NAVAL CONTRACT, 1877-8.

SEALED TENDERS, in duplicate, will be received by the Undersigned, until Noon on THURSDAY, the 15th March, 1877, from Persons desirous of SUPPLYING the following ARTICLES for the use of H. M. Navy for the year 1877-8, viz.:—  
FRESH BEEF  
FRESH VEGETABLES  
RICE  
SUGAR  
TEA  
RAISINS  
WATER  
SOFT BREAD  
BISCUITS

Printed Forms of Tender and further particulars can be obtained at the Naval Storekeeper's Office.  
The right to reject the lowest or any Tender is reserved.

J. BRENNER,  
Storekeeper.  
H. M. Victualling Yard, Hongkong, mc16  
February 28, 1877.

## HONGKONG & SHANGHAI BANKING CORPORATION.

### NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the Half-year ending on 30th December last, at the rate of One Pound Sterling (£1) per share of £125, is PAYABLE on and after THURSDAY, the 15th Instant, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,  
THOMAS JACKSON,  
Chief Manager.  
Hongkong, February 15, 1877.

## NOTICE.

LONDON & ORIENTAL STEAM TRANSIT INSURANCE CO.

THE BUSINESS of this COMPANY has This Day been transferred to THE MARINE INSURANCE CO., of 20, Old Broad Street, London.

By Order of the Proprietors,  
WILLIAM HUNT,  
Secretary.

187, Leadenhall Street, London, 1st January, 1877.

THE MARINE INSURANCE CO.  
20, Old Broad Street, London, 1st January, 1877.

ESTABLISHED 1836.  
CAPITAL.....£1,000,000 STERLING.  
RESERVE FUND.....£ 840,000 "

WITH Reference to the foregoing Advertisement THE MARINE INSURANCE CO. has This Day taken over the Business of the LONDON & ORIENTAL STEAM TRANSIT CO., and has Appointed Mr A. McIVER as its AGENT in Hongkong.

By Order of the Board of Directors,  
ROBERT J. LODGE,  
Manager.

THE Undersigned is prepared to Accept Risks and issue Policies on behalf of the MARINE INSURANCE CO. by any First Class Steamer.

A. McIVER,  
Agent of the Marine Insurance Co. of London.  
Hongkong, February 16, 1877. au17

## EXPOSITION UNIVERSELLE

DE 1878.

THE CONSUL for FRANCE has the honour to inform those Persons who wish to take part in the intended Exhibition, that they will find at the Consulate all Information and Particulars they may require.

For the Consul,  
G. BOULOUZE, Vice-Consul.  
Hongkong, December 18, 1876.

## Intimations.

## Intimations.

### NOTICE.

NEITHER Captain FORBES nor the AGENTS or OWNERS of the American Barque "GARIBOLDI" will be RESPONSIBLE for any DEBTS contracted by the Crew.

JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, February 28, 1877.

## Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.  
PAID-UP CAPITAL.....\$5,000,000 Dollars.  
RESERVE FUND.....\$ 500,000 Dollars.

COURT OF DIRECTORS.  
Chairman—G. HOPKINS, Esq.  
Deputy Chairman—F. D. BARBOON, Esq.

AD. ANDER, Esq. A. McIVER, Esq.  
E. R. BELLISON, Esq. S. W. POMEROY, Esq.  
Hon. W. KENNEDY, Esq. ED. TOBIN, Esq.

## CHIEF MANAGER.

Hongkong, .. THOMAS JACKSON, Esq.  
Shanghai, .. EDWIN CAMERON, Esq.  
LONDON BANKERS.—London and County Bank.

## HONGKONG.

INTEREST ALLOWED  
ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—  
For 3 months, 2 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.  
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,  
Chief Manager.  
Offices of the Corporation,  
No. 1, Queen's Road East.  
Hongkong, February 16, 1876.

## Shipping.

### Steamers.

FOR AMOY.  
The Steamship  
"ESMERALDA,"  
Capt. TERHAUD, will be despatched for the above Port on THURSDAY, the 8th Instant, at 2 p.m.

For Freight or Passage, apply to  
A. MAUGH HEATON,  
Agent.  
Hongkong, March 5, 1877. mc8

FOR SHANGHAI.  
The Steamship  
"HESPERIA,"  
Capt. JOHANNSEN, will be despatched for the above Port on THURSDAY, the 8th Inst., at 3 p.m.

For Freight or Passage, apply to  
WM. POSTAU & Co.,  
Agents.  
Hongkong, March 6, 1877. mc8

FOR COOKTOWN.  
The British Steamer  
"THALES,"  
Captain COLES, will load here for the above Port, and will leave on FRIDAY, the 9th Inst., at 2 p.m.

For Freight or Passage, apply to  
HOP KEE & Co.  
Hongkong, March 6, 1877. mc9

FOR SWATOW, AMOY, & FOOCHOW.  
The Steamship  
"LEONOR,"  
Capt. M. YOUNG, will be despatched for the above Ports on SUNDAY, the 11th Instant, at Daylight.

For Freight or Passage, apply to  
DOUGLAS LAFFRAK & Co.  
Hongkong, March 6, 1877. mc11

## NOTICE.

COMPAGNIE DES MESSEAGERIES MARITIMES.  
PAQUEBOT POSTE FRANCAIS.

The Company's Steamship  
"TANAIIS,"  
Comdt. REYNIES, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail.

H. DU POUY,  
Agent.  
Hongkong, March 2, 1877.

## NOTICE.

COMPAGNIE DES MESSEAGERIES MARITIMES.  
PAQUEBOT POSTE FRANCAIS.

The Company's Steamship  
"FRIHO,"  
Comdt. LECOUTRE, will be despatched for SHANGHAI shortly after her arrival from Europe.

H. DU POUY,  
Agent.  
Hongkong, March 3, 1877.

## Shipping.

### Sailing Vessels.

#### FOR NEW YORK.

The A 1 American Ship  
"McNEAR,"  
W. TAYLOR, Master, will load here, and will have quick despatch as above.

For Freight, apply to  
VOGEL, HAGEDORN & Co.  
Hongkong, February 15, 1877.

#### FOR NEW YORK.

The 12 years 3/8 L 1.1 Danish Bark  
"KORSOR,"  
L. G. GROVE, Master, will load here, and will have immediate despatch as above.

For Freight, apply to  
VOGEL, HAGEDORN & Co.  
Hongkong, February 15, 1877.

#### FOR LONDON.

A 1 British Ship  
"STAR OF CHINA,"  
BLAKES, Master, will load here and have immediate despatch.

For Freight, apply to  
MEYER & Co.  
Hongkong, February 5, 1877.

FOR MELBOURNE & SYDNEY.  
The British Bark  
"SPIRIT OF THE AGE,"  
Capt. JOHNSON, will have a quick despatch for the above Ports.

For Freight or Passage, apply to  
ROZARIO & Co.  
Hongkong, February 1, 1877.

#### FOR YLOILO.

The A 1 Spanish Schooner  
"UNION,"  
MERCADEREVARRA, Master, will have quick despatch as above.

For Freight or Passage, apply to  
REMEDIOS & Co.  
Hongkong, February 23, 1877.

## Notices to Consignees.

GERMAN STEAMER HESPERIA,  
JOHANNSEN, Master, FROM HAMBURG AND LONDON via SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Undersigned, from whence delivery may be obtained.

Consignees wishing to take delivery of their Goods from the Boats alongside the Wharf are at liberty to do so.  
Goods remaining in store after the 13th Instant will be subject to rent.  
Optional Cargo will be forwarded, unless notice to the contrary is given until Noon This Day.

Bills of Lading will be countersigned by  
WM. POSTAU & Co.  
Hongkong, March 5, 1877. mc12

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.  
H. DU POUY,  
Agent.

Ex Arr, January 11th, 1877.  
THC No. 1/2, .. 2 cases Stores.  
GD No. 1, .. 1 case Paper.

Ex Tigre, February 8th, 1877.  
D R No. 257/370, 14 cases Merchandise.  
N (in diamond) .. 1 case Clothing.  
MD No. 1/2, .. 2 cases Oil.

Ex Arr, February 22, 1877.  
C & O No. 1, .. 1 case Mechanique.  
RS No. 159, .. 1 case Clothing.  
ASW & C (in diam), 1 case Perfumery.  
No. 1604, .. 1 case Hats.  
PF, .. 1 case Hats.

Hongkong, March 1, 1877.

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo by the above Steamer, are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Undersigned, from whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after TUESDAY, the 27th Instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.  
H. DU POUY,  
Agent.

Hongkong, February 28, 1877.



## For Sale.

**CUTLER, PALMER & Co's**  
Celebrated  
Brands of WINES and SPIRITS.  
Apply to  
SIEMSEN & Co.  
Hongkong, June 22, 1876.

## NOW READY.

**A CHINESE DICTIONARY IN THE**  
CANTONESE DIALECT. Part I.  
A to K, with Introduction. Royal 8vo.,  
pp. 202.—By ERNEST JOHN EITEL, Ph.D.,  
Tübingen.  
Price: Two Dollars and a Half.  
To be had from Messrs LANE, CRAWFORD  
& Co., Hongkong and Shanghai; and Messrs  
KELLY & WALSH, Shanghai.  
Hongkong, February 8, 1877.

## FOR SALE.

**CHAMPAGNE, 1874.**  
HEIDSIECK & Co., MONOPOLY.  
DEETJEN & Co.  
Hongkong, February 19, 1877. mcl9

## NOW READY.

**FENG-SHUI, or, THE RUDIMENTS OF**  
NATURAL SCIENCE IN CHINA. By Dr.  
E. J. EITEL. One Volume. 8vo. Price,  
\$1.00.

**BUDHISM, ITS HISTORY, THEORY AND**  
POPULAR RELIGION, in three Lectures.  
By Dr. E. J. EITEL. Second Edition. One  
Volume. 8vo. Price, \$1.50.  
Orders will be received by Messrs LANE,  
CRAWFORD & Co.  
Hongkong, July 31, 1873.

## Intimations.

**MUNICIPAL CORPORATION,**  
PENANG.  
THE Municipal Commissioners of Penang  
are desirous of receiving DESIGNS  
for a TOWN-HALL. This Building is to  
be erected on the ground on the east side  
of the Esplanade situate between the latter  
and Duke Street, and its cost is not to  
exceed \$30,000.  
The Commissioners offer a PREMIUM of  
\$400 for the best and most suitable Design  
(with Specifications) and competitors have  
the option of forwarding Tenders for carrying  
out the work.  
The Designs, accompanied with all docu-  
ments, are to be sent to the Municipal Office  
Penang on or before the 1st of March next.  
For further information apply to the  
Secretary to the Municipal Commissioners  
at Penang.

D. C. PRESGRAVE,  
Municipal Secretary.

Penang,  
Municipal Office,  
The 31st September, 1876.

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be Responsible for any  
Debts contracted by the Officers or Crew  
of the following Vessels, during their stay  
in Hongkong Harbour:—

STATE OF CHINA, British ship, Captain E.  
B. Blaker.—Douglas Laiprak & Co.  
NEHEMIAH GIBSON, American barque,  
Captain D. Bradford.—Arnold, Karberg  
& Co.  
BONITO, German barque, Captain J. F.  
Weisenberg.—Siemssen & Co.  
ALDEN BESSE, American barque, Captain  
S. Noyes.—Rosario & Co.  
TUBURNIA, British ship, Captain Robt.  
Golder.—Meyer & Co.  
FORMOSA, German 3-m. schooner, Capt.  
G. Schuer.—Melchers & Co.  
WANDERING MINSTREL, British barque,  
Captain Wm. Siverwright.—Siemssen & Co.  
MYSTIC BELLE, American ship, Captain  
David Plummer.—Siemssen & Co.  
ORANGE GROVE, British barque, Captain  
A. Longmuir.—Vogel, Hagedorn & Co.  
ROSINA, American 3-m. schooner, Capt.  
O. W. Hansen.—Arnold, Karberg & Co.  
TULOHOGORUM, British schooner, Capt.  
S. Masson.—Chinese.

## To-day's Advertisements.

**BRITISH SHIP SIR HARRY**  
PARKES, FROM LONDON.

**CONSIGNEES** of Cargo by the above-  
named Vessel are hereby requested to  
send in their Bills of Lading to the Under-  
signed for countersignature, and to take  
immediate delivery of their Goods.  
Cargo impeding the discharge of the  
Vessel will be landed and stored at Con-  
signees' risk and expense.

MELCHERS & Co.,  
Agents.

Hongkong, March 7, 1877. mcl0

**FROM CALCUTTA, PENANG AND**  
SINGAPORE.

**THE S. S. Penguin** having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading to the Under-  
signed for countersignature, and to take  
immediate delivery of their Goods.  
Cargo impeding the discharge will be  
at once landed and stored at Consignees'  
risk and expense.

JARDINE, MATHESON & Co.  
Hongkong, March 7, 1877. mcl4

## FOR SALE.

**JUST LANDED 25 c. s. "Hesperia."**  
H. PIER & Co's Celebrated CHAM-  
PAGNE, CARTE BLANCHE,  
CARTE BLANCHE SEC and CARTE  
DUBOIS in Qu. and Pints.

The well known OZARD DUBOIS & Co's  
BRANDY in Cases of 12 qt. Bottles and a  
Small Lot of MEDOC CLARET in qt.  
Bottles.  
Apply to  
L. L. BUSH,  
Hongkong, March 7, 1877.

## FOR SALE.

**FRENCH STATIONERY.**  
A GREAT VARIETY OF  
LADIES' NOTE PAPER AND  
ENVELOPES.

Apply to  
ED. CHASTEL,  
Queen's Road Central,  
Hongkong, March 7, 1877. mcl5

## SHIPPING.

## ARRIVALS.

March 7, *Emeralda*, British steamer, 395,  
E. Theobald, Manila March 4, General.—  
A. Mc G. HEATON.  
March 7, *Edinburgh*, British steamer,  
1780, H. Worley, from a cruise.—E. E.  
& A. TELEGRAPH CO.  
March 7, *Peng-chow-hai*, from a cruise.  
March 7, *Penguin*, British steamer, 1122,  
Cowell, Calcutta Feb. 18, Penang 24, and  
Singapore 26, General.—JARDINE, MAT-  
HESON & Co.  
March 7, *Sir Harry Parkes*, British ship,  
616, Chapman, London Oct. 14, General.—  
MELCHERS & Co.  
March 7, *Helena*, German barque, 373,  
T. A. Volguardsen, Saigon Feb. 5, Timor.  
—WIELEK & Co.  
March 7, *Namoa*, British steamer, 862,  
G. Westoby, Saigon March 1, Rice.—  
DOUGLAS LAIPRAK & Co.  
March 7, *Arratoon*, 4-year, British str.,  
1892, A. B. MacTavish, Calcutta Feb. 18,  
Penang 25, and Singapore 28, General.—  
DAVID SASSON & Sons & Co.

## DEPARTURES.

Mar. 7, Yesso, for Coast Ports.  
7, *Rajanattianwar*, for Bangkok.  
7, *Sunbeam*, for Macao.  
**CLEARED**  
*Glamorganshire*, for Bangkok.  
China, for Canton.

## PASSENGERS.

**ARRIVED.**  
Per *Emeralda*, from Manila, Mr and  
Mrs Ueda, Mrs C. Romano, Miss M.  
Romano, Lieut. F. G. Romano, Mrs J.  
Velasco, Messrs G. Kachokoff, Robt. Mar-  
shall, F. Reyes, A. Reyes, M. Ping, and  
100 Chinese.  
Per *Penguin*, Mr Tooth and 101 Chinese.  
Per *Namoa*, from Saigon, Mr and Mrs  
McWilliam, and 14 Chinese.  
Per *Arratoon*, from Calcutta, etc.,  
Colonel and Mrs Cockburn, Messrs Sclane  
Stanley, J. B. Watson, Power and servant,  
Dorabjee, and Fukiribloy, 192 Chinese and  
8 Europeans.

## DEPARTED.

Per Yesso, for Amoy, Messrs Oakley,  
Martin, and McIver. For Foochow, Rev.  
Mr Wolfe, Messrs Nissen, Barnett, Cox,  
and Tennant.  
Per *Rajanattianwar*, for Bangkok, 80  
Chinese.

## SHIPPING REPORTS.

The British steamer *Emeralda* reports:  
Had fine weather and strong monsoon  
throughout.

The British steamer *Penguin* reports:  
Strong monsoon to Pulo Sapata, thence  
fine weather to arrival.

The British steamer *Namoa* reports: Left  
Saigon Thursday March 1st 8 p.m., anchored  
in river all night, Cape St. James Friday  
March 2nd 8 a.m. Had a strong monsoon  
with heavy head seas throughout the  
passage.

The British steamer *Arratoon* reports:  
In China Sea moderate monsoon  
and fine weather throughout.

## POST OFFICE NOTIFICATIONS.

## MAILS WILL CLOSE:—

For AMOY.—  
Per *ESMERALDA*, at 1.30 p.m., on  
Thursday, the 8th inst.

For SHANGHAI.—  
Per *HESPERIA*, at 2.30 p.m., on  
Thursday, the 8th inst.

For ORBU.—  
Per Barque *NEHEMIA GIBSON*, at  
5 p.m. To-morrow, the 8th inst.

For SWATOW.—  
Per *NORNA*, at 7.30 p.m., on Friday,  
the 9th inst.

For COOKTOWN.—  
Per *THALES*, at 1.30 p.m., on Friday,  
the 9th inst. The usual Mails will  
be also made up for E. Australia,  
Tasmania and New Zealand, 8 cent  
rates.

**MAILS BY THE FRENCH PACKET.**—  
The French Contract Packet *TIGRE*,  
will be despatched on THURS-  
DAY, the 8th March, with  
Mails to and through the United  
Kingdom and Europe, via Marseilles;  
to Saigon, Singapore, Batavia, Galie,  
Pondicherry, Madras, Calcutta,  
Bombay, Aden, Suez, and Alexan-  
dria.

The following will be the hours of closing  
the Mails, &c.:—

Wednesday, 7th March.—  
5 P.M. Money Order Office closes. Post  
Office closes except the Night Box,  
which remains open all night.

Thursday, 8th March.—  
7 A.M. Post Office opens for sale of  
Stamps, Registry of Letters, and  
Posting of all correspondence.

10 A.M. Registry of Letters closes.

11 A.M. Post Office closes except for Late  
Letters.

11.10 A.M. Letters (but Letters only)  
addressed to the United Kingdom,  
Saigon, or Singapore may be posted  
on payment of a Late Fee of 15 cents  
extra postage, until

11.30 A.M., when the Post Office Closes  
entirely.

Hongkong, February 24, 1877. mcl8

**MAILS BY THE ENGLISH PACKET.**—  
The English Contract Packet *TRAVAN-  
COR* will be despatched with the  
Mails for Europe, &c., on THURS-  
DAY, the 16th instant.

The following will be the hours of closing  
the Mails, &c.:—

Wednesday, 14th.—  
5 P.M. Money Order Office closes.

6 P.M. Post Office closes except the Night  
Box, which remains open all night.

Thursday, 15th.—  
7 A.M. Post Office opens for sale of  
Stamps, Registry of Letters, and  
Posting of all correspondence.

10 A.M. Post Office closes except for Late  
Letters. Registry of Letters closes.

10.15 A.M. Letters may be posted with  
LATE FEE of 15 cents extra  
postage till

11 A.M., when the Post Office Closes  
entirely.

11.10 A.M. Letters (but Letters only)  
addressed to the United Kingdom  
via Suez or to Singapore, may  
be posted on board the Packet with  
the Fee of 45 cents extra postage,  
till

11.30 A.M., when the Mail is finally  
closed.

Hongkong, March 2, 1877. mcl9

## General Memoranda.

FRIDAY, March 9.—  
Noon.—General Weekly Sale by Messrs  
Lane, Crawford & Co.  
2 p.m.—*Thales* leaves for Cooktown.  
SATURDAY, March 10.—  
Noon.—Sale of Ground and Property in  
Peel Street.  
SUNDAY, March 11.—  
Daylight.—*Leonor* leaves for Coast Ports.  
MONDAY, March 12.—  
2 p.m.—Sale of Household Furniture, at  
Rev. R. H. Kidd's Residence, Albany  
Road.  
Goods per *Hesperia* undelivered after this  
date subject to rent.  
THURSDAY, March 15.—  
Noon.—Naval Contract Tenders close for  
the supply of Provisions.  
Noon.—English Mail leaves for Ports  
of Call and Europe.  
3 p.m.—American Mail leaves for Yoko-  
hama and San Francisco.  
Claims against the Hongkong Photogra-  
phic Co. close after this date.  
MONDAY, April 2.—  
3 p.m.—Occidental & Oriental S.S. Co.'s  
Steamer leaves for Yokohama and San  
Francisco.

## MEMOS. FOR TO-MORROW.

Shipping.  
Noon.—French Mail leaves for Ports of  
Call and Europe.  
2 p.m.—*Emeralda* leaves for Amoy.  
3 p.m.—*Hesperia* leaves for Shanghai.

## THE HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,

FAMILY & DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS

OF

DRUGGISTS' Sundries, NURSERY REQUI-  
SITES, TOILET REQUISITES, ENGLISH,  
AMERICAN, AND FRENCH PATENT

MEDICINES.

MANUFACTURERS

OF

Soda Water, Lemonade, Tonic Water,  
Gingerade, Potass Water, Sarsaparilla  
Water, and other Aerated Waters.

The Dispensary is under direct and  
continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced  
at 7.30 a.m.

## THE CHINA MAIL.

HONGKONG, WEDNESDAY, MARCH 7, 1877.

The story of the shipwreck of the *Lady*  
*Gales* and the subsequent proceedings of  
the survivors on the lone Fratas Island,  
as told at the Court of Inquiry yester-  
day, reads very much like a chapter  
from some sensational novel. Four men  
appear to have lost their lives, shortly  
after the vessel struck, through indiscri-  
tion. Had they waited until daylight  
before taking to the boat, as advised by  
the Captain, it is more than probable  
they would have once again reached  
terra firma. A boy was also drowned  
in endeavouring to get on to one of the  
rafts, the number of survivors being thus  
reduced to nine. Fratas Island must be  
an exceedingly unenviable place on  
which to be left with "a few carrots and  
26 lbs. of beef." It is described as of  
horsehoe shape, one and-a-half miles  
long, half-a-mile wide, and covered with  
a scrubby bush. The soil is entirely of  
sand, not a particle of mould being dis-  
coverable in it. The unfortunate survi-  
vors of the *Lady Gales* could find neither  
water nor food for several days, and  
only obtained moisture by licking the  
leaves. Necessity, however, is the  
mother of invention, and by the aid of a  
kerosene oil can, and a chafin, which they  
fortunately discovered in a joss house on  
the island, they at last managed to distil  
enough water to supply their wants, al-  
though, no doubt, it was of an abominable  
quality. We notice, by the way, that  
authorities on the subject state that  
brackish water can be obtained on the  
island by digging a few feet into the sand.  
Had Captain Hedgecock been aware of  
this fact, if it is a fact, he might have  
been saved the trouble of distilling all  
the water he required, although it may  
be that he did discover that water could  
be obtained naturally in the way indi-  
cated, but that it was too brackish to be  
drunk. Some fish were caught, and also  
some gannets, with which the island is  
said to abound, and which may be knock-  
ed down with sticks. Fire was procured  
with so much difficulty, that, having been  
once obtained, it was not permitted to  
go out. It was originally procured by  
the primitive method of striking a stone  
on a knife, ignition being aided by some  
gunpowder, taken from a cartridge that  
one of the men fortunately had about  
him, and some joss sticks. On the 18th  
they left the island in the gill and a  
small sampan which they found there,  
and which was doubtless the property of  
some of the fishermen who visit the place  
in the early part of the year. The two  
boats were each obliged to part company,  
and on the 22nd the occupants of the  
gill, namely, the Captain, mate, steward,  
one gun, and an apprentice, were picked  
up by a couple of junks, and brought with-  
out further mishap to Hongkong. It is  
to be hoped that the four occupants of  
the sampan will meet with equal good  
fortune, although it is to be feared  
nothing more will be heard of them.

Readers not initiated in "celestial"  
modes of thought and practice will prob-  
ably have some difficulty in perceiving the  
necessity for the Court of Inquiry draw-  
ing "attention to the humane con-  
duct of the crews of the two junks in  
rescuing the survivors of the ship and  
landing them in safety at Hongkong,"  
and they will also doubtless wonder at  
the haste with which the Government  
has bestowed a reward of \$50 on the  
crews of each of the junks. Common  
feelings of humanity, it may be urged,  
would prevent any vessel passing a ship-  
wrecked crew in an open boat in mid-  
ocean without rendering assistance.  
We should not like to say that the  
Chinamen is altogether a stranger to the  
common feelings of humanity, but  
numberless instances have satisfactorily  
proved that he has no qualms at quietly  
standing by and watching a fellow-crea-  
ture, down, when a little exertion on  
his part would have saved life at no risk  
whatever to his own safety. Dr Denny in  
his "Folk-lore of China" gives us an  
explanation of this heathenish conduct.  
He says that the unwillingness of natives  
to help a drowning man, or anyone in  
absolute peril of his life, is based upon a  
belief that the ghost of the last man killed  
always acts as a watchman of the pur-  
gatory into which, according to Chinese  
belief, the spirit of the departed enter at  
first, and this ghostly door-keeper can only  
be relieved from his vigil by the arrival of  
another defunct. If, therefore, a man's  
life is saved, the spirit of the person who  
died last before him is, in a manner,  
cheated out of his relief, and will assured-  
ly haunt the person whose misplaced  
humanity has condemned it to a fresh  
term of dismal servitude. The Doctor  
says that this belief in a "watching  
spirit" is essentially Gaelic, and gives an  
extract from a recent Inverness paper to  
prove the assertion! We do not know  
whether this superstitious belief would  
apply in this case, because people in an  
open boat at sea have at all events some  
chance of getting a new lease of life. It  
may also strike one that these watchmen  
down below must have exceedingly short  
turns of duty, unless there are an amaz-  
ingly large number of Chinese purgato-  
ries, because there are a considerable  
number of human beings killed every  
minute, and a ghost that grumbles  
at having a vigil of, say, a second  
extended a little must be an exceedingly  
impatient and unreasonable being. We  
should add for the credit of Scotchmen  
that we find from this particular extract  
spirits are believed in Scotland not  
to keep watch over purgatory but over  
a certain number of graves—for instance  
all those found in one churchyard. There  
is at least a little more reason-  
ableness about such a belief as this. It  
is suggested that medals from the Royal  
Humane Society should be present-  
ed to these junkmen. The difficulty,  
however, in the way is that that valu-  
able Society would probably not exactly  
see the advisability of awarding its  
medals, not for a gallant rescue, but for  
the exceedingly commonplace act of receiv-  
ing some poor half-starved men on board  
in the hopes of some day getting paid for  
the trouble, small though it be! Not  
but that we should like to see each of  
these junkmen ornamented with a medal.  
They have done what possibly the major-  
ity of their countrymen might not have  
done under similar circumstances, they  
are in fact almost become living curiosi-  
ties by this unprecedented exhibition of  
humanity, and by all means, let us pre-  
sent them with medals. We can only  
hope that the disappointed spirits watch-  
ing the gates of purgatory will pardon  
this exhibition of humanness on the part  
of the men, and not trouble them  
with ghostly visitations.

## LOCAL AND GENERAL.

The S. S. *Nector* left Singapore for this  
port on the morning of the 1st inst.

The *Geslong*, with the outward English  
Mails, left Singapore yesterday (Tuesday)  
morning.

The *Sarah Nicholson* has been towed over  
to the Cosmopolitan Docks to repair  
damages.

The *Pelto* with the outward French Mails  
passed Cape St. James at 6 o'clock on  
Sunday evening, and may be expected  
early to-morrow.

We are informed by the Agents (Messrs  
Jardine, Matheson & Co.) that the S. S.  
*Glenlyon* left Singapore for this port yester-  
day, the 6th inst.

We are informed that the Agents of the O. S.  
Co. are advised by telegram from Singa-  
pore that the *Ulysses* had arrived in port  
safely on the morning of the 28th ultimo.  
While being towed into Singapore she had  
grounded on Horsburgh Reef, which would  
account for the unfavourable telegrams re-  
ceived in town by the Insurance Companies.

A BARRING attack was made last night on  
Capt. Sand's Slip at Belcher's Bay, and  
from what we can learn, the following are  
the facts:—About 12 o'clock last night, a  
gang of say half a dozen men made a de-  
scent on the Slip from the hill-side. The  
Indian watchman on duty there, named  
Shank Abdoel, heard the sounds of several  
stones being thrown into the grounds. This  
was done, no doubt, as a sort of feeler to  
ascertain whether the watchman was at his  
post or not. He went to the spot to see,

but discovered nothing, and continued his  
rounds. Shortly afterwards, he observed  
some men in the dark under the bottom of  
a ship (the *William Turner*) which was  
being re-coppered in the Slip. He challeng-  
ed them, and three or four men came up  
from the basin. The *William Turner*, it  
may be observed, has just had a new  
copper plates tacked on to her, but the  
could be easily removed, and this fact is sup-  
posed to have been known to the thieves.  
When the watchmen challenged the men,  
three or four of them came up the dock. The  
watchman seized hold of one of them by the  
queue, and a struggle ensued. The man  
out the watchman on the wrist with a knife,  
but the latter continued to maintain his  
hold; meantime the other thieves, not away.  
The struggle continued, and one of the  
thieves who had got away returned and  
tried to rescue the prisoner. This man  
drew his knife and stabbed the watchman  
just under the breast in the direction of  
the heart; but providentially the watch-  
man having made a move, the knife pen-  
etrated between the ribs in a slanting  
direction, and this saved him from an  
instantaneous death. As it is, the wound  
lies very close to the heart, and the poor  
man is now in hospital in a very critical  
position. As soon as he received this se-  
cond wound, he let go his hold of the man  
he held by the queue; but he simultane-  
ously raised an alarm and managed to draw  
the attention of some one on board the *William*  
*Turner*. The watchman said he saw some  
six men running up the hill, and an appren-  
tice of the vessel fired a rifle shot in that  
direction. It seems that the shot must have  
taken effect on one or more of the thieves,  
as a track of blood was traced right up to  
the level of the Pokfoklum Road, and it  
is also supposed that the man had  
been internally wounded, as the spots  
of blood further on have the appearance of  
being mixed with saliva. The Police were  
communicated with, when the hill was  
soured and the telegram was set to work  
along the whole line; but up to the present  
none of the would-be murderers have  
been arrested. It is expected that the  
wounded watchman may yet recover.

We learn from the *China Mail*, says the  
*Cooktown Herald*, that Sir Arthur Kennedy  
will sign his departure from Hongkong  
by an act of clemency. He will liberate a  
hundred Chinese prisoners from the gaols  
of the colony, and these men, we are in-  
formed, will be deported, that is, put into  
boats and landed on the Chinese shore;  
and it would be interesting to know if they  
are to form part of our season's abjects  
of Chinese. They are, we believe, all duly  
branded on the back of the neck, so it would  
be difficult to identify them on arrival.  
Perhaps the Health Officer might spare  
time for a peep as he goes through future  
shipments.—[This is news.]

The Perth journals assert that great interest  
is just now manifested in the extensive and  
valuable guano deposits on the Lacedaede  
Islands, on the north coast of this colony.

A number of vessels, calculated to carry  
about 3000 tons, are now either on the way  
from Melbourne, or are loading at the  
Islands; and a commissioner, with a party  
of assistants, has recently been dispatched  
thither to protect the interests of the Gov-  
ernment, as it had become known freebooters  
had largely helped themselves to the spoil.  
One of these vessels named the *Nicholas*,  
which carried off some 700 and 800 tons  
is reported to have obtained £10 a ton for  
her cargo at Hongkong. The Government  
exact a royalty on the guano of 10s. per  
ton, and licenses for its removal are issued  
from the office of the Commissioner of  
Crown Lands in Perth.

## SUPREME COURT.

IN CRIMINAL SESSIONS.

(Before His Lordship the Chief Justice  
Sir JOHN SMALL.)  
March 7, 1877.

BAD COINS.

*Regina v. Cheong A-sow and 2 others.*  
Cheong A-sow, Ho Ashing and Lee Ashap,  
who were convicted of obtaining a passage  
on board a steam ferry by passing bad  
money, were brought up for sentence.  
The 2nd prisoner was also found guilty of  
having in his possession a quantity of bad  
coins.

His Lordship the Chief Justice sentenced  
them to two years' hard labour each. The  
2nd prisoner was also sentenced to two  
years' hard labour for the second count,  
but the penalty was concurrent.

ROBBERY.

John Garling, an ex-constable, who was  
convicted of robbing some money from the  
person of a seaman named Warford, was  
brought up before Mr Justice Snowden for  
sentence.

His Lordship said the prisoner had been  
found guilty on the clearest evidence of  
having robbed Warford in the way he  
was charged. His Lordship had deferred  
passing sentence on him for the purpose of  
considering the section of the Ordinance  
which referred to larceny by policemen of  
money entrusted to them. He found that  
it was not applicable in this case, and the  
prisoner would therefore be simply dealt  
with as an ordinary criminal, but he would  
not be punished quite in the ordinary way,  
because his crime was very serious indeed.  
He had been employed in the Customs at  
Canton, on board the *Peng-chow-hai* or some  
such vessel, and had borne a good character,  
as shown by the certificates he produced,  
and on the strength of this character he  
was admitted into the Police Force. He  
after he had joined the Force. His  
Lordship had not the first time he had  
committed himself in this way, and it was  
a fortunate thing that his public career as  
a policeman had been cut short so early.  
The punishment was liable to under that  
section was three years' penal servitude,  
and his Lordship thought his offense was  
very much worse than that contemplated  
by the ordinance. However, as the other

section was not applicable, he thought he  
could not do less than sentence him to three  
years' penal servitude.  
The sessions were then closed.

IN BANKRUPTCY.

In the matter of Ernest Greider, a litho-  
grapher, the bankrupt again appeared to  
pass his last examination.

Mr Denny appeared for the bankrupt,  
and Mr Wotton for Mr Fayre to oppose.

There were no new facts elicited, and  
after a little discussion the bankrupt was  
allowed to pass. He would be granted his  
discharge when the proper time arrived, sub-  
ject to the payment by him to the assignees  
of any money he might earn from the  
execution of the Government order he had  
in hand, and he would be allowed a small  
sum from the amount so paid in.



arm, fracturing it. The bandaged arm was examined by Dr. Wherry, and he pronounced that the bone was fractured. The defendant, on the other hand, asserted that the complainant attacked him with a mallet first, and that he only used the iron bar to defend himself. The case was ultimately adjourned till to-morrow at noon. Mr Holmes appeared for the prosecution, and Mr D. E. Caldwell for the defence.

### Manila.

(From the Manila Press.)

The first two days of the Manila Races—so far as they appear in our files received by the *Esmeralda* this morning—went off successfully on the 1st and 2nd instant. The spectators, both ladies and gentlemen, were numerous, and prominently among them were the newly-arrived Governor-General Moriones and several other high functionaries.

The late Governor-General Malcampo has signified his intention to leave Manila for his mother country by the steamer *Cadiz*, which will leave on the 10th March. The Field Marshal Sanchez and the Director-General of the Exchequer, Sr. Chinchilla, leave for the same destination and in the same steamer.

His Excellency General Domingo Moriones, Marquis of Grognetta and Governor-General of the Philippines, arrived at Manila on the 28th February in the steamer *Cadiz*. The landing took place with the usual ceremony due to his rank. The boat which conveyed H. B. on shore, having left the steamer, the American frigate *Tenacious* hoisted the Spanish colors at the fore-topmast, and fired a salute of 15 guns, which was responded to by the shore battery. The *Cadiz* also brought the new Director of the Exchequer, Sr. Mariano Carreras Gonzalez.

During the second fortnight of February, there were no other importations of coins than that of \$4,000 in silver.

The Director General of the Exchequer has ordered a refund to Messrs Holliday, Wise & Co., merchants at Manila, consignees of the British barque *Flying Spur*, of the fine of \$200 imposed by the Customs House of Manila upon the Captain of the said vessel. The sum has since been refunded.

### THE RESPONSIBILITY OF TELEGRAPH COMPANIES.

A somewhat important case in reference to telegrams was decided on the 13th January last by Lord Coleridge, Mr Justice Grove and Mr Justice Denman in the Common Pleas Division of the Supreme Court, and it is recorded as follows in the *Daily News* of the 13th January—

#### DICKSON V. ROUSE'S TELEGRAPHIC COMPANY.

The plaintiffs in this case were merchants at Valparaiso and in Liverpool, and the defendants had an agent at Monte Video, but not at Valparaiso. They sent packed telegrams to their agent who distributed them. In November, 1874, the plaintiffs received an order for barley by mistake, such order really not having been sent to them, and a consequence of this was that by a fall in the price of barley they suffered considerable loss. They now sued to recover the loss from the defendants; but their statement of claim was demurred to, and the question was raised whether there was any cause of action against the defendants.

Mr Justice Denman, in delivering judgment, said that the Court had taken time to consider the case, but they were now of opinion that it was governed by the decision in "Playford v. The United Kingdom Telegraph Company," that the duty of the defendants was towards the sender of the telegram, and that the plaintiffs, being strangers to the contract with the company, could not sue them. The company did not profess to carry on the business of agents to make contracts any more than the Post Office did, and they did not guarantee everybody the delivery of messages to the wrong person, even though those messages had to go to the remotest parts of the earth. To impose such responsibility would be to hold that there was a greater liability than the law could imply from the nature of the company or the business carried on by them.

Judgment for the defendants.

### THE TORRES STRAITS SERVICE.

(Cook own Herald.)

The brief telegram from London published in our issue of 20th January, announcing the determination of the E. & A. Company to abandon the Torres Strait service, unless the present subsidy of £20,000 be increased to £50,000, is well calculated to arouse apprehensions of a grave character in the minds of our community. We are well aware that the principal profit, as a commercial enterprise derived from the traffic of this end of the line, lies between Cooktown and Singapore, the balance of the distance to Brisbane and Sydney not paying expenses. We are also aware that the company has been unfortunate in the loss of its best steamers, and that the recent total wreck of the *Singapore* will not cause the insurance companies to be more accommodating in rates to vessels on this line than formerly. So we may expect to see this splendid line of steamship, which have now become partly incorporated with our interest and identified with the progress of Cooktown, snatched from us, if prompt and energetic measures are not taken to urge upon the Government the importance to the colony and to us especially some consideration be given to the demands of the company. It appears that at an interview held by Mr Hart, the head of the firm of Bright Brothers, agents of the company in Brisbane, with the Colonial Secretary, he received an intimation that the present Ministry will not consent to the terms proposed by the E. & A. Company, at the same time being informed that the A. S. N. Co. are willing to undertake the contract for the present subsidy. Now, we believe that the latter company with its southern lines have their hands already full in supplying our weekly service to Brisbane, and that the statement of the Colonial Secretary was but a little banter, used to obtain better terms. Meantime the action of the E. & A. Co. indicates firmness, and while time is lost in negotiating and bargaining, we shall find ourselves suddenly deprived of communication with Singapore. There has been no fault found with the efficiency of the service. The steamers are first-class, well officered, and well provided with passengers' accom-

modation. The only quibble is an advance upon the petty subsidy, shown in the last balance sheet of the E. & A. Company to be ridiculously below the expenses of a 9-knot service. The hostility evinced to the company by the Colonial Secretary and Premier displays either a lamentable indifference to or a want of knowledge of our northern requirements. Their apathy in not inviting and securing co-operation by the Government of New South Wales in this important matter, is evidence of want of tact and statesmanship. The Chamber of Commerce in Brisbane was to hold a meeting on the subject last Thursday, and we anxiously await the result of their deliberations, but can look upon any result which may tend to deprive us of this service, without providing an equally efficient one, as one of injustice, if not hostility to Cooktown.

### MR NATHAN J. NEWWITTER AND THE KOBE COMMUNITY.

(From an Occasional Correspondent.)

(Japan Mail.)

Your readers may be amused, if not otherwise interested, in reading an account of the proceedings consequent on Mr Nathan J. Newwitter's late impertinent attempt to intrude upon the Mikado. Naturally indignant at his unauthorized assumption to address His Imperial Majesty in their name, the members of the Municipal Council called on him immediately to convene an Extraordinary Meeting of the body to receive what explanation he had to give—which was accordingly done, and the meeting assembled on the 14th instant. Mr Nathan J. Newwitter explained that he had presented the address with the sanction and authority of the *Gon Rei* of the *Kon*, Morioka Masazumi, and further said that he had in so doing, only anticipated, he imagined, the wishes of the Community.

This was not considered satisfactory, inasmuch as Mr Annesley, H. B. M. Consul, told the meeting that he had been informed by the Governor that Mr Nathan J. Newwitter's statement was not strictly within the bounds of correctness. Mr Nathan J. retorted by saying that his word was just as good as that of Mr Annesley or the Governor; and an elected number of the Board, seconded by a Consul, offered thereupon a resolution that Mr Nathan J. should resign the chair. This the Chairman refused to put to the meeting, on the ground that the extraordinary meeting was called only to receive his explanation, that it had received his explanation, and that no action upon it could then be taken. The resolution had accordingly to be held over to take its regular place in the business of the next ordinary meeting of the Council, on the 17th instant, and an eligible opportunity was thus afforded to Mr Nathan J. to retire, in the interval, gracefully into private life, and resign the chair before the resolution was put, of which I should imagine he now regrets he did not avail himself; for verily, the last state of this man is worse than the first. At the ordinary meeting of the 17th I was present, and so were a very large number of the residents at Kobe, including all the principal merchants and leading men in society; and I venture to state that never, in all our experience in the East, was such a painful exhibition made of himself by a man whose position gives him, under most circumstances, a right to respect, as was made on this occasion by Mr Nathan J. Newwitter. After the usual reading of the minutes, the business of the Meeting was opened by the Chairman calling for the Finance Committee's Report for the past year. This having been postponed by a vote with only one dissentient, the Chairman proposed to read some correspondence, which was postponed in the same way; as also were other Committee's Reports; the Meeting evidently insisting on coming to the real question before the meeting, Mr Rasch's Resolution that Mr Nathan J. Newwitter be requested to resign the chair.

This point having been reached, the Resolution, as given in the *Hague News* of the 17th instant, was read by Mr Rasch and seconded by Mr Duquet, and Mr Rasch called on Mr Annesley to make a statement which he was given to understand had been entrusted to him to make on behalf of the Governor. Mr Nathan J. Newwitter here interrupted the speaker by declaring that he would not put this Resolution, as being out of order from its disrespect to himself as chairman. However, after a good deal of animated discussion, he put to the meeting the question whether the statement of the Governor should be read. This was answered unanimously in the affirmative, and Mr Annesley then read a letter from the Governor, in reply to one from himself, in which he had asked whether it was true that Mr Nathan J.'s address had been presented to the Mikado, with his sanction and authority. The Governor's letter was exceedingly clear on both points, that neither Mr Nathan J. nor his address had been presented, and that, so far from the attempt having been made with his sanction and authority, it was done in direct opposition to his expressed wish, as he had taken a good deal of trouble to make Mr Nathan J. understand that no such address was wanted, or could be received. He went on to explain that Mr Nathan J., having failed to appear in the Hall of Audience, when some of the other Consuls were presented to the Mikado by their Ministers, had subsequently turned up in the sudden and unexpected manner among the waiters at the back of his chair, while seated at tiffin with the Mikado, and had pressed upon his acceptance the valuable address which he so pined to present to the Son of Heaven. He had declined the document again and again, until—to get rid of him—he, as he says in his letter, "good-naturedly passed it secretly to an official of the Court of Ceremonies." And what that official did with it, dependent knowledge not—probably it assisted in warming the Imperial Bath.

The letter having been read, Mr Nathan J. objected to its being put on the minutes, on the ground that having been translated in the English Consulate, it was probably not carefully rendered, and that the Governor ought to have attended the Council himself, or have sent his own translation of his letter. He then proceeded to deny the Governor's statements, and the discussion again became animated, the large audience of outsiders being with some difficulty restrained from joining in it.

But Mr Nathan J. had not yet sufficiently distinguished himself. Mr Rasch having asked that his Resolution should be put to the meeting, the President, interrupting him, said that he had a matter to bring to the notice of the Council in the accounts of the year 1876. He then gave particulars of a small bill for £25,000, for certain charges for preparing the Municipal Hall for a ball given in the name of Mrs. Annesley, on the occasion of Sir Harry Parkes' visit to Kobe in May of that

year—so much for carpenters for planing the floor, coolies carrying chairs, 2 lbs. of his tacks and half-a-pound of tennipny nails, etc. This item in the Municipal accounts he claimed should have been paid by Mr. Annesley, and Mr. Nathan J. averred that it had been presented to him for payment by the Municipal Superintendent, and refused; whereupon it had been paid out of the public purse. As the speaker was one of the Auditors who had passed, and signed, the whole accounts of 1876 as correct, it appeared odd,—to say the least, of it—that he should have referred to it on the occasion—so odd, indeed, to many of those present, that I, for a minute, was in doubt whether Mr. Nathan J. would have left the room by means of the door. Of course the necessary explanation was given immediately by the other Auditor, who stated that the Ball was really a semi-Municipal affair, and that the bill in question had never been seen by Mr. Annesley, which the Municipal Superintendent and Mr. Annesley both confirmed. This incident closed the meeting abruptly, for the three elected Members of the Council immediately left their seats, stating that they would not sit at the Board so long as Mr. Newwitter remained in the chair, and Mr. Newwitter clinging to that piece of furniture, announced the meeting adjourned.

It is hardly necessary to say that, amongst all nationalities there is only one opinion upon Mr Nathan J.'s conduct. A letter was immediately sent in to the Committee of the Club requesting it to take the needful steps, but those interested in that pleasant little society were glad to hear that resignation. What action the Board of Consuls will take is at present unknown; a meeting will take place on the 22nd instant to determine. What action the U. S. Consul-General or Minister will take, you will soon, we all hope, be able to inform us.

I have to close this letter hurriedly; but no other subject seems to interest people here at present—and we have no news from the seat of war.

### THE SUEZ CANAL.

(Mitchell's Maritime Register.)

Our readers have seen in our impression of last week that at a meeting of the Suez Canal Company, held in Paris, the Treaty recently concluded between M. de Lesseps on the part of the Company, and Colonel Stokes on the part of the British Government was ratified, there being only four dissentients, amongst a crowded body of shareholders. The object of the Convention, which was signed as far back as February, 1876, is to put an end to the question of the surtax by arranging for its extinction on more favourable terms than those suggested by the International Commission, and also to arrange for the execution of extraordinary works of construction. It will be remembered that the arrangement of 1876, shipping using the Canal, were to pay 10 per cent. on the register tonnage, plus a surtax of 4f. per ton, which was to cease and determine when the income of the Canal should reach a certain point. This arrangement for tariff of transit was stated by the Ottoman Porte, and the traffic of the Canal has been since conducted subject to its conditions. The great preponderance of traffic under the British flag—nearly 76 per cent. of the whole—joined to the large pecuniary stake which England holds in the Canal, made it possible for the Managing President of the Company to enter into engagements with the British Representative which we can quite understand would, under other circumstances, have roused the jealousy of the other Maritime States whose Shipping use the Canal, and who do not appear to have been consulted respecting the terms of this Convention. As it is, we have seen no reclamations against the Convention, and as its terms are calculated to benefit generally, no objections will probably be urged. In this Convention M. de Lesseps engages, on the part of the Company, to procure their share of the Canal to be as comfortable as circumstances permit. It is not from such as these that the complaints against seamen come. The great steamship companies and no difficulty in obtaining competent men at the current rate of wages, the constant employment, good treatment, and shorter periods of absence home which they offer attracting the older and steadier hands, and especially those who are married. When a ship comes home from a voyage, her crew's wages cease on the day she arrives, but the men have to wait not unfrequently two or three days before they are paid. This is a stumbling-block, and an occasion of falling to many a sailor. Eager to enjoy change and liberty after the monotony and restraint of a long voyage, they hurry ashore, and find a warm welcome among crimps, runners, and other harpies ready to lend them money and to tempt them into every kind of dissipation; and part of the earnings they have to draw being thus forestalled, the rest generally follows in mere recklessness, until they find themselves obliged to ship again. A large majority of seamen are signing articles for a voyage season in order to get a month's wages in advance to enable them to procure the necessary clothing. The order is made payable after the ship has sailed, and then only if the recipient has gone in her. The same land-sharks are ready to cash these advance notes, and after their heavy charges for discount and for the deleterious drink with which they ply him but little remains to the sailor who has fallen into their hands. Go he must, or the advance note which has been issued to him would not be paid; so he is bundled on board his ship at the last moment, often helplessly drunk, his first month's wages spent, and with no proper outfit for the voyage except what he can obtain from the captain's slopchest. Not one ship in twenty but is out of dock in any of our large ports but her crew is more or less incapacitated from this cause.

As there is now no lack of competent officers, many of whom are educated men belonging to middle-class families, amongst all the foreigners in British merchantmen are to be found serving before the mast; that is to say as common sailors. Their number is variously stated; some authorities giving only those sailing to and from ports in the United Kingdom others including all the alien to be found under the red ensign. Allowing the proportion to be as much as one-fourth, it will be seen that many of these would be as useful in time of war as in time of peace. They are roughly divided into three classes, known on board ship as Dutchmen, Jagoes, and blacks. The natives of all these countries which border the Red Sea and the Baltic belong to the first category, a large proportion being Scandinavians. They are hardy and tractable sailors, ranking as a class second only to our own men, and

receiving similar wages. The patron saint of Spain gives his name to all who come from the shores of the Mediterranean including many Levantines; but the prejudice against this class has so much increased since the murderous mutinies on the *Louise* and the *Canoe* that they are seldom engaged if other hands can be procured. Negroes, East Indians, and all the coloured races come under the general description of blacks. They are very useful in warm climates, many large steamers trading within the tropics being manned entirely by them under white officers, while Chinese and Polynesian sailors are much employed in distant seas. None of the dark races are to be depended on in cold or stormy weather, and some recent disasters to large ships seem to indicate that the known qualities of their officers and labour-saving contrivances are not sufficient, with Lascar or negro crews, for all emergencies. Some of the cases of scurvy which have occurred in British ships during the last two years are proved to have been due to the filth and ignorance of their black crews; and captains of experience affirm that, among whites as well, it is always the dirty and indolent who are the first to suffer from this malady, while men of active habits living under the same conditions are seldom affected.—*Full Mail Budget*.

### AN OFFICIAL MOSLEM.

My acquaintance with the official Turk was made in the press bureau. "How do you do, my dear friend? I am really delighted to see you. Sit here, close to me, and tell me what you want," said this great man in tones so impressive as I entered his room that I quite forgot my previous experiences with his brother Pasha, and looked forward to a speedy conclusion of my business. "Only this, Excellency," was my reply, as I unfolded a paper.

"A friend whom I can rely upon has sent me news of a battle in Montenegro, in which the enemy has gained a great advantage. The people of England are, as you know, anxious to hear the truth—indeed, it is to your interest that they should."

May I telegraph the news? "Certainly," answered His Excellency; "we have nothing to hide. I will sign it for you, and then there will be no questions asked at the Telegraphic Bureau; you can take it, indeed, to the office in Stamboul, it will go quicker than from Pera; and I know that it is of importance to you. I have been in England myself, and know a great deal about your English papers. A free press is indeed a great blessing; it makes me admire your government more and more every day. Now I shall give you some more news, if you please; here is a victory on our side which you can send as well. Write it out now (giving me a telegram which he held in his hand). With many thanks I wrote out the news, with great grace His Excellency affixed his signature to the whole despatch, with a joyful heart I tied me to the Stamboul office, and without a question the Turkish clerk there stationed accepted my mediocrity in payment. He even made a respectful yet friendly joke, shook hands with me twice, offered me a cigarette, and pressed me to take coffee. It was not till two months had elapsed that I found he had, in obedience to a mysterious mark in Turkish character which my message bore, excised the whole story of the defeat, and forwarded only the news of the victory.—*Whitehall Review*.

### REPARTEE.

But there is another, and a more generous, ground for delight in witnessing this dash of prompt readiness of the faculties in meeting attack. It is, ordinarily, the man taken at a disadvantage, and open to insult or indignation through some weak point, as we might ourselves, who excites our sympathies. He stands forth the champion of the unready, who feel themselves avenged through him. The insolence of the whole prosperous side of life gets a snub when some sharp arrow of a rejoinder hits its mark. Of course, cynicism has its own line of repartee, and gets quoted for its ready sayings, such as the reply of the aristocrat of the old regime to the poor peasant's plea "A man must live," "Je n'en vois pas la necessite." But contempt never excites sympathy. We must always side with the sentiment hidden in a retort if we are to enjoy it. Coleridge, in addition to his deeper and loftier faculties, had the power of retort attributed to him in early life, and, as we gather from the history of a particular case, could apply according to the sensibilities of his opponent. The horse and get-up of the rider on this occasion were alike open to vulgar criticism, and a low voice, appreciating the general effect, asked the poet if he had met a tailor just like himself. "Yes," was the reply, "and he said he had just lost his goose." After this lowly triumph his road brought him within hail of a more distinguished party of horsemen, one of whom, a sporting M.P. known to have been bribed by the Ministry stopped him to inquire the price of horse and rider. "The horse," was the answer, "is a hundred guineas; as for the rider, as he is not in Parliament yet, I have not fixed his price." A story is told of the late Marquis de Boissy, who showed the same disregard of appearances, attended by the same power of holding his own under any guise or disguise. When presented to the late Emperor, his new uniform not being ready, he made his appearance in a man of vastly larger physique than himself. The Emperor received him kindly, but some of the courtiers grinned. Prince Murat, son of the unfortunate King of Naples, could not refrain a remark on the boldness of his dress. "Yes," said De Boissy, "c'est vrai, mais j'ai vu le pape, et il m'a dit que j'avais l'air d'un homme de bien."

On the artless prattle of an innocent childhood! How the sweet music of their hearts and voices calms the wild yearnings of the sorrow-crowned years of maturity. At a happy home, the other evening, where the family gathered around the tea-table, entertaining unexpecting guests, the fond mother said to the youngest darling,

"Weedie, darling, be careful; you mustn't spill the berries on the tablecloth." "Tain't a tablecloth," promptly responded darling; "it's a sheet." And late at night, when the company had gone away and that sweet child was standing with its head nearly where its feet ought to be, catching with its tear-blinded eyes occasional glimpses of a fleeting shipper that fluttered in the air with eccentric gyrations, one could see how early in the stormy year of this life one may begin to suffer for the truth.

### Quotations.

HONGKONG, March 7, 1877.

OPIMUM.—New Patna, cash...	\$580
" New Benares, cash...	540
" New Malwa, cash...	555
" credit...	560
" Allowance Tael, 18 a 40	
" Old Malwa, cash...	580
" credit...	585
" Allowance Tael, 18 a 32	
CAMPION, ...	15 a 15
QUICKSILVER, ...	62 a 65
SALTPETRE, ...	5.60 a 6.10

### Exchange.

Bank, on demand, ...	4/0
" 30 days' sight, ...	4/1
" 6 months' sight, ...	4/1
Credit, ...	4/1
Documentary, 6 months' sight, ...	4/2
Bombay, ...	224
Calcutta, ...	224
Shanghai, demand, ...	72 1/2
" 30 days, ...	74
Bar Silver, 17, dwt. B., ...	94 prom.
Maximilian, ...	14
Gold Leaf, ...	25.40
English Sovereigns, ...	4.92
Australian Sovereigns, ...	4.93
Discount, ...	8 a 10 %

### Shares.

Hongkong Bank, 23 ex div.	
H.K. Fire Ins. Co., \$525 ex div.	
China Fire Ins. Co., \$156 ex div.	
China Traders' Ins. Co., \$1925	
Union Ins. Society of Canton, \$820	
Chinese Insurance Co., \$205	
North China Ins. Co., Tls. 875	
Yangtze Ins. Association, Tls. 615	
H.K. & W. Dock Co., 45	
H.K. & M. S. S. S. Co., \$14 dls.	
Shanghai Steam N. Co., Tls. 94	
Hongkong Hotel Co., \$52 dls.	
Chinese Imperial Loan, \$49	

### Temperature.

(Taken at Messrs Falcous & Co.'s Premises, Queen's Road.)	
HONGKONG, March 7, 1877.	
BAROMETER—9 A.M. ...	30.244
Do. 1 P.M. ...	30.180
Do. 4 P.M. ...	30.140
Thermometer—9 A.M. ...	64
Do. 1 P.M. ...	67
Do. 4 P.M. ...	66 1/2
Do. (Wet bulb) 9 A.M. ...	61 1/2
Do. Do. 1 P.M. ...	68
Do. Do. 4 P.M. ...	64 1/2
Do. Maximum over night ...	67
Do. Minimum over night ...	60

### Shipping Intelligence.

#### HOME SHIPPING.

The following is corrected from the latest London Papers:—

#### DEPARTURES.

Sept. 17, Palestine, from London to Hongkong.	
Oct. 5, Wega, from Hamburg to Chefoo.	
Nov. 12, Lima, from London to Hongkong.	
Nov. 13, Rurik, from Cardiff to Hongkong.	
Nov. 16, Hydra, from Cardiff to Hongkong.	
Nov. 17, Eliza Shaw, from London to Shanghai.	
Nov. 21, America, from Cardiff to Hongkong.	
Nov. 28, Western Chief, from London to Hongkong.	
Nov. 28, Madura, from Cardiff to Hongkong.	
Nov. 28, Hannah Law, from Cardiff to Hongkong.	
Nov. 28, New Era, from Cardiff to Hongkong.	
Dec. 4, Benclucha, from Cardiff to Hongkong.	
Dec. 17, A. E. Vidal, from Hamburg to Hongkong.	
Dec. 17, Carrioka, from London to Hongkong.	
Dec. 19, Channel Queen, from Cardiff to Hongkong.	
Dec. 20, Chinaman, from London to Hongkong.	
Dec. 22, Sophie, from New York to Hongkong.	
Dec. 28, Ino, from Greenock to Swatow.	
Dec. 28, John Nicholson, from New York to Shanghai.	
Dec. 27, Undine, from London to Shanghai.	
Dec. 28, Aoteor (str.), from London to Shanghai.	
Dec. 29, Clydes (str.), from Liverpool to Shanghai, (at Singapore, replying).	
Dec. 29, Canast, from Cardiff to Hongkong.	
Jan. 4, C. R. Bishop, from London to Hongkong.	
Jan. 6, Duna (str.), from Liverpool to China and Japan.	
Jan. 11, Windhover, from London to Shanghai.	
Jan. 12, Woodhall, from Hamburg to Hongkong.	
Jan. 12, Hope, from London to Hongkong.	
Jan. 13, Nestor (str.), from Liverpool to Shanghai, (at Singapore, March 1.)	
Jan. 16, Gryte, from Cardiff to Hongkong.	
LOADING FOR CHINA AND JAPAN PORTS.	
At London.—Steamers via Suez Canal.	
Viking, Glenartney.	
Glenlyon left Singapore, Radnorshire, London Castle.	
At Liverpool.	
Forward Ho, Belted Will.	
City of Aberdeen, Penrith.	
Antwerp, Euld.	
Daphne, Albert Victor.	
At Glasgow.	
Glenlyon (str.), Agamemnon (str.).	
Robert Henderson, Frederick P. Lochfield, Caller On.	



## Mails.

COMPAGNIE DES MESSEGERIES MARITIMES.  
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
POINT DE GALLE, ADEN, SUEZ,  
ISMAILA, PORT SAID, NAPLES,  
AND MARSEILLES;

ALSO,  
PONDICHERY, MADRAS AND  
CALCUTTA.

ON THURSDAY, the 8th March, 1877, at Noon, the Company's S. S. *TIGRE*, Commandant BRUNET, with MAILS, PASSENGERS, SPEDIES, and CARGO, will leave this Port for the above places.  
Cargo and Speeds will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
Shipping orders will be granted till noon, Cargo will be received on board until 4 p.m., Speeds and Parcels until 3 p.m. on the 7th March 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.)  
Contents and value of Packages are required.  
For further particulars, apply at the Company's Office.

H. DU POUY, Agent.

Hongkong, March 2, 1877. mch



## STEAM FOR

Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton and London;

ALSO,

Bombay, Madras, Calcutta, and Australia.

THE PENINSULAR AND ORIENTAL STEAMSHIP NAVIGATION COMPANY'S Steamship *TRAFALGAR*, Captain HARRATT, will leave this on THURSDAY, the 15th March, at Noon.

For further Particulars, apply to  
A. MOLLER, Superintendent.  
Hongkong, March 2, 1877. mch

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer *ALASKA*, will be despatched for San Francisco, via Yokohama, on THURSDAY, the 15th March, 1877, at 3 p.m., taking Passengers, and Freight for Japan, the United States, and Europe.

Through Passengers Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m. 14th March. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 16, Praya Central.

RUSSELL & Co., Agents.

Hongkong, February 20, 1877. mch

## Occidental &amp; Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL

AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

AND ATLANTIC STEAMERS.

THE S. S. "BELGIC" will be despatched for San Francisco via Yokohama, on MONDAY, the 2nd April, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 1st Proximo. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight & Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, March 3, 1877. mch

## WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office—Price \$1 each.

China Mail Office.

## Insurances.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,

Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods in Mats, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Insurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to \$1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to  
ARNHOLD, KARBURG & Co.

Agents Hongkong & Canton.

Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOHERS & Co.,

Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY.

(LIMITED.)

## NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,

General Agents.

Hongkong, April 17, 1873.

## QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,

Agents.

Hongkong, January 1, 1874.

## NORTH BRITISH &amp; MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL \$2,000,000.

THE Undersigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of \$10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,

Agents.

Hongkong, July 6, 1875.

## THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER

OF

His Majesty King George The First,

A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding \$3,000 on reasonable terms.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

## MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of \$10,000 on any one first class risk; or to the extent of \$15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.

Hongkong, January 8, 1875.

## MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Pootung, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 14, 1868.

## For Sale.

SAYLE & Co.

## GREAT CLEARANCE SALE.

IN Order to make Room for SPRING GOODS.

On and after MONDAY, February 5th, We shall offer the Remainder of Our WINTER STOCK at an immense reduction.

DRESS GOODS at 15 cents per yard.  
DRESS GOODS at 20 cents per yard.  
DRESS GOODS at 25 cents per yard.  
DRESS GOODS at 30 cents per yard.  
DRESS GOODS at 35 cents per yard.

FANCY SILKS! We offer about 5,000 yards at 35 cents per yard, (these are more or less soiled) original price \$1.50 and \$2.00 per yard.

JAPANESE SILKS! Reduced to 40 cents per yard.

WOOL SHAWLS, MANTLES and JACKETS, Marked very Cheap.

LADIES' BOYS' and GIRLS' FELT HATS, at Half Price.

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In order to prevent disappointment, We beg to inform Our Customers and the Public that this Extraordinary, and Unprecedented Sale must close on February 28th.

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THE AMENDED HONG LIST in English and Chinese, containing the Names of all the most important Companies, Institutions and Mercantile Houses in the Colony.

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## Intimations.

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## CONTENTS.

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Establishment of American Trade at Canton.

Chinese Intercommerce with the Countries of Central and Western Asia in the Fifteenth Century, Part I. (Continued from page 132.)

The Baster's Song.  
The Law of Inheritance.  
Short Notices of New Books and Literary Intelligence.

Notes and Queries—  
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Books Wanted, Exchanges, &c.  
China Mail Office,  
Hongkong, January 10, 1877.

## THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents:—

Macao.—Man Chuen Shop.  
Canton.—Sing Chuen Native Post Office, Luen Hing Street; Chai Hong Low Hotel, Hing Hing Street; Kwong Tin Fat Shop, Yan Tai Street; Mr. Sit Chuen Fan, Tung Wen Kwai; Yuen Fong Shop, in front of the Provincial Treasurer's Yamen; How Yuen Shop, Small Market Street, New City; Yee Cheung Photograph Shop, Honam; Kwai Heung Shop, Sin Choong, Honam.

Singapore.—Sui Cheong Hong; Woh Shun Loong Hong.  
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Singapore.—Wohing Hong.  
Singapore.—Ting Kee Hong; Kwong Fook Sang Hong.

Peking.—Yow Wing Fong; Argus Office.  
Calcutta.—Mow Sing Company.

San Francisco.—Kwong Fook Sang Hong.

The above are some of the Agencies; others will be published, when they are arranged for. Negotiations are in progress with the express couriers who carry the official despatches and Peking Gazette, to circulate the Chinese Mail in the interior of China.

Hongkong, March 10, 1874.

## Intimations.

## NOTICE.

## THE CHINESE MAIL.

FROM and after the Chinese New Year's day (February 17, 1874) the Chinese Mail will be issued DAILY instead of TWICE a week as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

The charges for advertisements are now assimilated to those of the China Mail. The unusual success which has attended the Chinese Mail makes it an admirable medium for advertisers.

The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

For terms, &c., address

MA OHUN AYIN,

Manager.

China Mail Office,

17th February, 1874.

## AE YON.

SHIPS' COMPANIES AND STEVEDORE,

No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.

Of the best quality and at the shortest notice.

Hongkong, May 1, 1876.

## NEWS FOR HOME.

## The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely printed matter.

THIS Mail Summary is compiled from the Daily China Mail, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collected from the journals published at the various ports in those countries.

It contains Shipping news from Shanghai, Hongkong, Canton, &c., and a complete Commercial Summary.

Subscription, 50 cents per Copy (postage paid 66 cents) \$12 per annum (postage paid \$13.50).

Orders should be sent to GEO. MURRAY BAIN, China Mail Office, 2, Wyndham Street, not later than the evening before the departure of the English Mail steamer.

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## THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE Chinese Mail.

TWO cents a character for the first 100 characters, and one cent a character beyond the first 100, for first insertion, and half price for repetitions during the first week. Subsequent weeks' insertions will be charged only one half the amount of the first week's charge. Advertisements for a half a year and longer will be allowed a deduction of 25 per cent on the total amount, and contracts for more favourable terms can be made.

Efforts have been made to establish Agents for circulating the Chinese Mail in all the ports and in the interior of China, all the ports in Japan, in Saigon, Singapore, Penang, Calcutta, Batavia, Manila, the Philippines, Australia, San Francisco, Peru and other places which Chinese frequent. When the list of Agencies is completed, it will be published. Agents have been already established in most of the above places, and in important ports more than one agent has been appointed at each.

OHUN AYIN,

Manager.

Hongkong, February 23, 1874.

## To Let.

TO LET.  
NO. 8, PRIMA TERRACE, ELGIN STREET, with Immediate Possession.

Apply to

LANE, CRAWFORD & Co.

Hongkong, February 7, 1877.

## TO LET.

THE House No. 7, Upper Mosque Terrace, at present in the occupation of A. B. JOHNSON, Esq., Gas and Water laid on.

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T. G. LINSTED.

Hongkong, February 28, 1877.

## TO BE LET.

THE PREMISES No. 39, Queen's Road, at present in the occupation of the BORNCO COMPANY.

TURNER & Co.

Hongkong, February 6, 1877.

## TO LET.

HOUSE No. 7, Calne Road, lately occupied by Mr. PARKER.

House No. 10, Albany Road, at present occupied by the Rev. R. H. KITTO.

House No. 11, Seymour Terrace, at present occupied by Mr. N. J. EDA, furnished or unfurnished.

DAVID SAERSON, SONS & Co.

Hongkong, February 18, 1877.

## TO LET.

THE Upper Portion of Nos. 42 and 44 Queen's Road.

Apply to

DOUGLAS LAPRAIK & Co.

Hongkong, November 17, 1876.

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Paiza, Highest, Lowest, Cash.

## Butcher Meat.

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" Amo Sugar cured, 300 260

" Foochow, 160 140

Beef, sirloin and prime cut, cy. 160 160

Beef Corned, 150 140

" Roast, 150 140

" Soup, 90 80

" Steak, 150 140

Bullocks' Brains, per set 60 50

" Tongue, fresh, each 275 250